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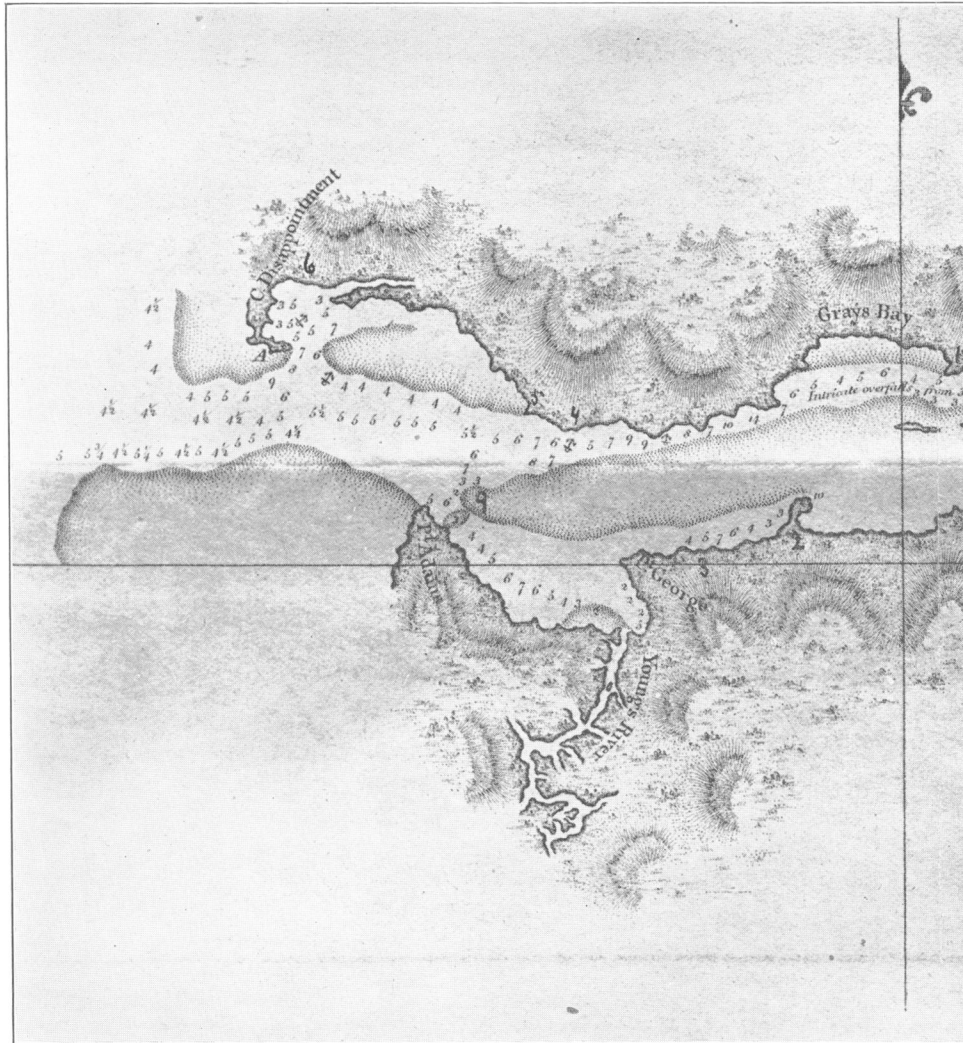
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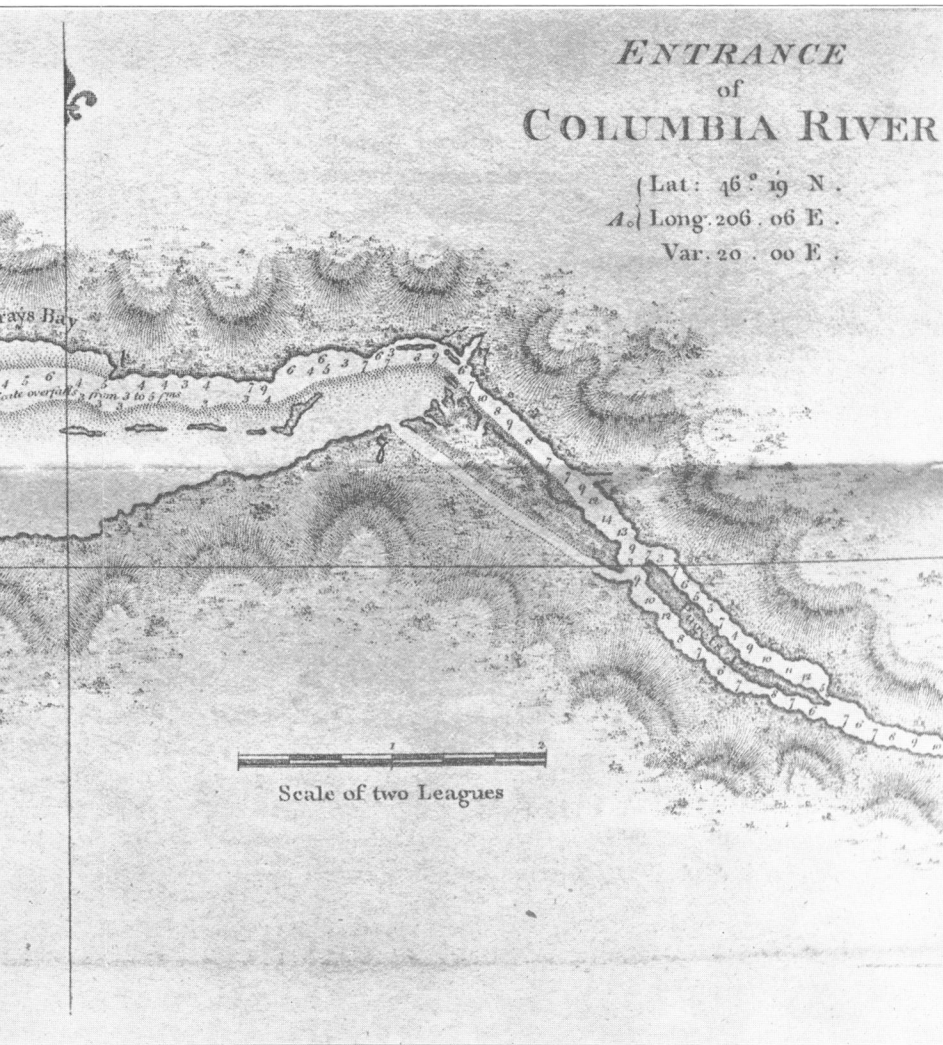
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Numbers added to indicate present
 1. Harrington Point 2. Tongue Point 3. Astoria 4. Point Ellice 5. Chinook Point 6.

ENTRANCE of COLUMBIA RIVER

(Lat: 46° 19' N.
Long. 206° 06' E.
Var. 20° 00' E.)



Indicate present day nomenclature
 1. Inook Point 6. Baker's Bay 7. Skamokawa 8. Cathlamet Point 9. Desdemona Light

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THE LOG OF H. M. S. "CHATHAM"

By T. C. ELLIOTT.

If any one cause has served more than another to advertise Oregon unfavorably, and to retard the physical and commercial growth of Oregon and indirectly of the entire Columbia River Basin, it has been the existence of the bar of sand across the mouth of the Columbia River. From the beginning of recorded trade (the founding of Astoria in 1811) the inability of easy entrance to the river has not only occasioned delay and dread and danger to ship owners, mariners and passengers, but has diverted commerce to other ports, and has kept back appropriations by the Federal Government for the improvement of the channels of the upper river. But now, after more than one hundred years of commerce in and out of the river, it has become possible to truthfully say (in the words of a veteran pilot at Astoria last summer) that "there is no bar at the mouth of the Columbia." Deep sea shipping now uses a channel containing forty feet of water, and danger comes only during thick weather, which is common to any port. The Chamber of Commerce of Portland has celebrated this accomplished fact and in 1916 published for general distribution a large folding map showing the soundings of the channel from the light buoys off the river's mouth to the

wharves of Astoria and Portland. The present, therefore, seems a fitting time to hark back to the years of exploration, discovery and first survey of the mouth of the Columbia River; and in this connection it is possible to present for the first time in print the log of the vessel in which the first survey was made.

For a clearer understanding by the many readers not familiar with topographical conditions at the mouth of the Columbia it is well to state that there are now two lighthouses on Cape Disappointment (Cape Hancock); the northerly and westerly, called North Head Light, and the southerly, which overlooks the river's mouth, called Canby Light. These two lights are less than two miles apart in an air line, but are not visible to each other because of the longer curvature of the rugged shore line and intervening headlands. Near to Canby Light there is a low neck or isthmus across which the ocean is visible from Baker's Bay inside the Cape. From off Canby Light westerly lies a broad bar of sand known as Peacock Spit, so named because of the loss there in 1841 of the sloop-of-war Peacock, of the U. S. Exploring Expedition, under Lieut. Charles Wilkes. From the isthmus into the ocean and across this spit has been built the North Jetty, between one and two miles in length.

Five miles southeast from Canby Light lies Point Adams, which is now more popularly called Fort Stevens. This point is low and sandy and in former years trees and brush grew upon it close to its extreme end, and hence by Heceta it was designated as Capo Frondoso, or the Leafy Cape. From Point Adams into the ocean extends Clatsop Spit, and over this spit has been built the South Jetty, nearly eight miles long.

When first known to pilots the crest or top of the bar extended from Canby Light to Point Adams. At the present time the crest of the bar would be just beyond the two jetties about three miles further out, the jetties at their outer ends being about two miles apart.

In its final twenty-five mile stretch the deep water channel of the river crosses obliquely from Harrington Point on the north side to Tongue Point on the south side, and then along by Astoria and Point Adams and into the ocean close to the end of the South Jetty. But until later than 1880 Baker's Bay was the anchorage for all shipping and the channel turned across the river at Point Adams, leaving Desdemona Sands Light to the starboard, and then turned west into that bay. Deep sea vessels came in across the bar by either a south or a north channel and passed close under the headland of Canby Light into the bay. But at the present time it is impossible for even the power boat of the Canby Life Saving Station to pass from Baker's Bay directly into the deep water channel at certain stages of summer tides. Sand Island, which now lies southeast of the cape and the bay, formerly was on the south side of the deep water channel and was connected at very low water with Point Adams, and for this reason Sand Island is still a political part of the State of Oregon, but is gradually becoming connected physically with Cape Disappointment.

It happens that although the course of exploration and discovery in the Pacific Ocean was from the south northward, the earliest known approach to the mouth of the Columbia was from the north. This was due to the fact that the harbor first charted on the North Pacific coast was at Nootka, Vancouver Island, and for many years all sea captains gathered there and exchanged the latest information as to new discoveries, etc.

Commander Bruno Heceta, a Spaniard, was the first navigator to make the acquaintance of the Columbia River bar. In the summer of 1775, in a ship-rigged frigate named the *Santiago*, which normally carried more than eighty officers and men—tonnage unknown—had been north as far as Vancouver Island and was returning toward Mexico, the crew much depleted by scurvy. Of the 17th of August of that year Heceta has left this record: "On the evening of this day I discovered a large bay, to which I gave the name 'Assumption Bay.' * * * Having arrived opposite this bay at six in the evening and

placed the ship nearly midway between the two capes, I sounded and found bottom in twenty-four brazas (?). The currents and eddies were so strong that notwithstanding a press of sail it was difficult to get out clear of the northern cape toward which the current ran, though its direction was eastward in consequence of the tide being at flood. These currents and eddies caused me to believe that the place is the mouth of some great river, or of some passage to another sea." He goes on to say that he was dissuaded from entering the bay by his officers because of inability, with the depleted crew, to anchor and use the long boat to sound the channel. The lateness of the hour of day prevented more extended observation, and it is evident that the ship narrowly escaped being wrecked on Peacock Spit. He charted the entrance as "the Rio de San Roque," lay to at three leagues off the capes and was carried away to the south during the night by the strong currents caused, he thought, by the ebb tides out of the river. Thus Bruno Heceta actually discovered the mouth of the Columbia River and now is generally accorded that honor.

Heceta's record, as copied for Greenhow, reads: "sond  en veinte y cuatro brazas," translated "found bottom in twenty-four brazas." The Spanish braza is equivalent to about five feet nine inches and it is not within reason to suppose that Heceta considered himself in danger when in nearly 140 feet of water. He probably intended to record or the translation should be BETWEEN twenty and four brazas, or in twenty TO four brazas.

Thirteen years now elapse until an Englishman, Captain John Meares, previously a lieutenant in the British navy, but at the time engaged in the fur trade and in command of the *Felice*, a vessel with two masts square rigged and a gunter mast with spanker, of two hundred and thirty tons burden, and carrying a crew of fifty seamen and artisans, sailed south from Nootka Sound for the express purpose of entering the reported river of San Roque. His account states that on July 5th, 1788, at 11 :30 A. M., he was off the river in perfectly clear weather

and about three miles from the rocky headland forming the cape on the north and where the mouth of the river and the high lands back of the cape could be plainly seen. He continues: "As we steered in the water shoaled to nine, eight, and seven fathoms, when breakers were seen from the deck right ahead, and from the mast head they were observed to extend across the bay; we, therefore, hauled out and directed our course to the opposite shore to see if there was any channel or if we could discover any port. * * * We can now with safety assert that there is no such river as that of St. Roc exists, as laid down in the Spanish charts." Captain Meares appears to have approached the outer end of Peacock Spit and then crossed over to the outer end of Clatsop Spit, and then departed, without going in even as far as did the *Santiago*. With a clear view up the river to Tongue Point and Chinook Point and beyond, it seems incredible that he could have recorded such a conclusion as he did. By reason of other reports he made concerning events of that period along the coast, he has by some been called "the mendacious Meares."

Four years later Capt. Robert Gray, of Boston, in the ship *Columbia*, also engaged in the fur trade, after three days spent in Gray's (Bulfinch) Harbor, on the 11th of May, 1792, at 4:00 A. M. sighted the entrance of the river "bearing east-south-east, distance six leagues." The ship's log states: "At eight A. M. being a little to the windward of the entrance of the Harbor, bore away and run in east-north-east between the breakers, having from five to seven fathoms of water. When we were over the bar we found this to be a large river of fresh water, up which we steered," etc. At one o'clock that afternoon he anchored one-half mile from the north bank just west of Point Ellice, northwest of Astoria, and close to a large village of Chinook Indians. There he proceeded to fill his casks with fresh water from the river, this being possible because the spring freshets were then on. A day or so later he sailed twelve or fifteen miles further up the river, following a narrow channel along the north side, until the ship

grounded near what is now Harrington Point, which is the easterly point of entrance to Gray's Bay.

On the 20th he sailed out of the river, having meantime dropped down to an anchorage near Chinook Point (Fort Columbia), and his log gives more details: "Gentle breezes and pleasant weather. At 1 P. M. (being full sea) took up the anchor and made sail, standing down river. At two the wind left us, we being on the bar, with a very strong tide which set on the breakers; it was now not possible to get out without a breeze to shoot her across the tide; so we were obliged to bring up in three and a half fathoms, the tide running five knots. At three-quarters past two a fresh wind came in from seaward; we immediately came to sail and beat over the bar, having from five to seven fathoms of water in the channel. At five P. M. we were out, clear of all the bars, and in twenty fathoms water. A breeze came from the southward; we bore away to the northward; set all sail to the best advantage. At eight Cape Hancock bore south-east distant three leagues."

The Collector of the District of Boston certified the *Columbia* to be a ship of "burden two hundred and twelve tons or thereabouts, navigated with thirty men, mounted with ten guns," and an accepted print shows her to have carried three masts, square rigged but the gunter mast carrying a spanker. Capt. Gray had knowledge of the previous attempts of Heceta and Meares and he certainly possessed both courage and skill to safely take this ship in between Peacock Spit on the north and Clatsop Spit on the south, which are shown on the chart reproduced with this narrative. Pilots at Astoria have assured the writer that freshet conditions in the river have little or no effect upon the depth of water on the bar, although the water is often colored for a distance out at sea. Capt. Gray's account is silent as to any use of small boats to sound the channel ahead of his ship, and the time consumed would suggest that he did not.

That same year Capt. George Vancouver, of the British

Royal Navy, first visited the coast on his famous voyage of discovery and passed by bound north within six miles of Cape Disappointment about noon on April 27th. He, too, was familiar with the previous visits of both Heceta and Meares. His course was close to where the outer edge of the bar would now be, and he even recognized the presence of river water around his ship; but the day was showery and the breakers appeared to extend entirely across the entrance to the inlet and he did not care to stop to examine more closely then; in fact, recorded a positive statement that no river existed there. Captain Gray, however, later in the year, at Nootka, informed him that a river actually existed here and furnished a rude sketch (the sketch does not appear to have been preserved for public use) of the channel for a distance of about twenty-five miles inland. To verify this information and to more fully carry out his own instructions, Capt. Vancouver in the *Discovery*, and Lieut. Broughton in the "armed tender *Chatham*," arrived off the river on October 20th, 1792. The *Discovery* is described officially as a sloop-of-war of 340 tons, ship-rigged, carrying 10 four-pounders and 10 swivels, her officers and crew numbering 134. The *Chatham* was a brig, of 135 tons burden, carrying 4 three-pounders and 6 swivels, with officers and crew numbering 55. The *Chatham*, therefore, was considerably smaller and more easily managed than the *Columbia*, the *Felice*, or the *Santiago*.

As Capt. Vancouver, himself, attempted to enter the river with the *Discovery*, his narrative for each day will be inserted by way of footnotes to the entries of the Log of the *Chatham*. The log is now confined to the five days preceding the departure of Lieut. Broughton in small boats for the further examination of the river. The original log has recently been found in the Public Record Office at London, and has been copied for the writer through the courtesy of Mr. J. F. Parry of the Hydrographic Office of the English Admiralty, at the request of Mr. J. Scott Keltie and Mr. J. B. Tyrrell of the Royal Geographical Society of London.

LOG¹ OF CAPTAIN OF H. M. S. "CHATHAM."

Saturday, October 20th [1792]—At 4 (p. m.) shortened sail and sent a boat on board the "Discovery." Bore up and made sail to lead into the Columbia river (or river of La Roque). At 6 made the signal for having 4 fathoms, with a gun (which was answered), with an apparent chain of breakers across the entrance occasioned by a strong tide crossing the bar. At 7 (p. m.) the tide running with great rapidity and not getting ahead, came to² with a small bower in 4 fathoms, and veered to $\frac{1}{2}$ cable. A heavy sea stove in the jolly boat; found the tide to run 4 knots. Found here the "Jenny"³ of Bristol.⁴

¹ Entries made during the absence of the captain indicate that this log was written by Mr. Thomas Manby, the Master of the vessel. The bearings are readings of the compass and do not indicate true north and south. A discrepancy of one day in dates will be observed in the records as given by Broughton and by Vancouver.

² The Chatham seems to have crossed the bar through what pilots of later years knew as the North Channel. This anchorage seems to have been on the edge of Peacock Spit, west of the end of the North Jetty, from which place a view could be had into Baker's Bay, where the Jenny lay.

³ The Jenny, a schooner of lighter tonnage and draft than the Chatham, from Bristol, England, James Baker, Captain. She had been engaged in the slave trade but growing legislation and sentiment against that trade induced the owners to send her on this, her first trip in the fur trade on the Northwest coast of America. She had arrived at Nootka on October 6th or 7th. Captain Baker there transferred to Captain Vancouver two maidens who were to be carried back to their homes at the Sandwich Islands, and their case is discussed at length in vol. ii, pp. 226-231. It was Captain Baker's declared intention to sail direct to England, but he is now found in the Columbia river; and said he had been there "in the earlier part of the year" (vol. ii, p. 73), but how much earlier is doubtful. He left Nootka one day in advance of Captain Vancouver. The Jenny was again at Nootka in September, 1794, under a different captain. For more as to the career of the Jenny in 1792 consult "A New Vancouver Journal" in the *Washington Historical Quarterly*, vol. vi, pp. 57-8 and p. 88.

⁴ Vancouver's "Voyage," vol. i, pp. 419-20, recites:

Friday, Octo. 19th, 1792. With a pleasant gale and fine weather we coasted along this delightful and apparently fertile part of New Georgia, at a distance of about a league from the shoals, having soundings from ten to sixteen fathoms, until four in the afternoon, when having nearly reached Cape Disappointment, which forms the north point of entrance into Columbia river, so named by Mr. Gray, I directed the Chatham to lead into it, and on her arrival at the bar should no more than 4 fathoms of water be found, the signal for danger was to be made; but if the channel appeared to be further navigable, then to proceed. As we followed the Chatham the depth of water decreased to 4 fathoms, in which we sailed some little time without being able to distinguish the entrance into the river, the sea breaking in a greater or less degree from shore to shore; but as the Chatham continued to pursue her course, I concluded she was in a fair channel. We, however, soon arrived in 3 fathoms, and as the water was becoming less deep, and breaking in all directions around us, I hauled to the westward in order to escape the threatened danger. In doing this we were assisted by a very strong ebb tide that sat out of the river, and which opposing a very heavy swell that rolled from the westward directly on the shore, caused an irregular and dangerous sea. By seven, our depth of water had increased to 10 fathoms, where conceiving ourselves in safety, we anchored for the night, which passed very uncomfortably, owing to the violent motion of the vessel, and anxiety for the safety of the Chatham, from which a signal was made at the moment we hauled out of the breakers, which we were fearful might have been for assistance, as the closing in of the day prevented our accurately distinguishing the color of the flags; but as she appeared to be perfectly under command, and as the rapidity of the tide and the heavy sea rendered any assistance from us impracticable, I was willing to hope the signal might have been for the bar, which, at daylight the next morning, was proved to be the case by her being seen riding in perfect safety, about two miles within the station we had taken.

October 21st—Anchorage bearings. Extremes of land from N. 15° W.⁵ to S. 55° E.,⁶ Mt. Olympus & a low point⁷ N. 7° W., Cape Disappointment⁸ N. 5° E., Eastern extreme⁹ of ditto N. 80° E. Latitude observed 46° 17'¹⁰ N. ¼ past 12 (p. m.). Answered the signal to lead into Port. ½ past 1, weighed and made sail with the first of the flood to the Eastward. Sent the launch ahead to sound. ½ past 4 made the signal for 9 fathoms with a gun. At 5 brought up the stream anchored¹¹ in 5 fathoms, the ebb tide having made. Our soundings from last anchorage were generally 5 to 7 fathoms with a hard sandy bottom. Observed a well sheltered cove¹² to the back of Cape Disappointment in which the schooner lay. Larboard outer point of entrance N. 71° W.,¹³ Starboard ditto S. 59° E.,¹⁴ Larboard inner point N. 81° E.,¹⁵ Starboard ditto N. 87° E.,¹⁶ South extreme of the land S. 24° E.,¹⁷ Rock of ditto S. 26° E.¹⁸

5 Pt. Grenville (?)

6 Tillamook Head.

7 Pt. Leadbetter at mouth of Willapa Harbor.

8 North Head.

9 Canby Light.

10 One minute too far north.

11 This anchorage was near to the center of Sand Island, as now located, and a little N. W. of the wreck of the Great Republic as shown on government charts. That steamer was wrecked in 1879 on the southwest end of Sand Island, as then located.

12 Baker's Bay.

13 Cape Disappointment.

14 Point Adams.

15 Point Ellice.

16 Tongue Point.

17 Tillamook Head and Rock, but an evident error in copying or text here, as Tillamook Head is further east than Tillamook Rock.

18 Vancouver's *"Voyage,"* vol. i, pp. 420-21, recites:

Saturday, 20. The morning was calm and fair, yet the heavy cross swell continued, and within the Chatham the breakers seemed to extend without the least interruption from shore to shore. Anxious however to ascertain this fact, I sent Lieut. Swaine, in the cutter, to sound between us and the Chatham, and to acquire such information from Mr. Broughton as he might be able to communicate; but a fresh eastwardly breeze prevented his reaching our consort, and obliged him to return; in consequence a signal was made for the lieutenant of the Chatham, and was answered by Mr. Johnstone, who sounded as he came out, but found no bar, as we had been given to understand. The bottom was a dead flat within a quarter of a mile of our anchorage. From Mr. Johnstone I received the unpleasant intelligence, that by the violence of the surf, which, during the proceeding night had broken over the decks of the Chatham, her small boat had been dashed to pieces. Mr. Johnstone was clearly of opinion, that had the Discovery anchored where the Chatham did, she must have struck with great violence. Under this circumstance we undoubtedly experienced a most providential escape in hauling from the breakers. My former opinion of the port being inaccessible to vessels of our burthen was now fully confirmed, with this exception, that in very fine weather, with moderate winds, and a smooth sea, vessels not exceeding four hundred tons, might, so far as

October 22nd¹⁹—Light breezes and cloudy with a great swell from the Southward. At 6 (a. m.) saw the Discovery get under way. Fresh breezes and squally with rain. At 9 (a. m.) lost sight of the Discovery. Washed and smoked below. Carpenters repairing cutter. Latitude observed 46° 18' N. (Noon) Not seeing the Discovery supposed she had stood off to sea. $\frac{1}{2}$ past 1 weighed and made sail with the flood tide and stood up the river with very irregular soundings. At 3 p. m. got on a bank at $\frac{3}{4}$ th miles from the shore. Hoist out cutter and carried stream anchor into 5 fathoms $\frac{1}{2}$ a cable's length in shore of us and hove her off. Weighed the stream and stood within $\frac{1}{4}$ mile from the shore and came to²⁰

we were enabled to judge, gain admittance. The Daedalus, however, being directed to search for us here, I was induced to persevere; particularly as, towards noon, a thick haze which before had in a great degree obscured the land, cleared away, and the heavy swell having much subsided, gave us a more perfect view of our situation, and showed this opening in the coast to be much more extensive than I had formerly imagined. Mount Olympus, the northernmost land in sight, bore by compas N. 7 W.; Cape Disappointment N. 61 E., 2 miles, the breakers extending from its shore S. 87 E. about half a league distant; those on the southern or opposite side of the entrance into the river S. 76 E.; between these is the channel into the river, where at this time the sea did not break. The coast was seen to the southward as far as S. 31 E. The observed latitude 46° 20', which placed Cape Disappointment one mile further north than did our former observations. The flood at one o'clock making in our favor we weighed, with a signal as before for the Chatham to lead. With boats sounding ahead we made all sail to windward, in 4 to 6 fathoms water. The Chatham being further advanced in the channel, and having more wind and tide, made a greater progress than the Discovery. About three o'clock a gun was fired from behind a point that projected from the inner part of Cape Disappointment, forming to all appearance, a very snug cove; this was answered by the hoisting of the Chatham's colours, and firing a gun to leeward, by which we concluded some vessel was there at anchor. Soon afterwards soundings were denoted by the Chatham to be 6 and 7 fathoms, and at four she anchored apparently in a tolerably snug berth. Towards sunset, the ebb making strongly against us, with scarcely sufficient wind to command the ship, we were driven out of the channel into 13 fathoms water, where we anchored for the night; the serenity of which flattered us with the hope of getting in the next day.

The clearness of the atmosphere enabled us to see the high round snowy mountain, noticed when in the southern parts of Admiralty inlet, to the southward of Mount Rainier; from this station it bore by compas N. 77 E., and, like Mount Rainier, seemed covered with perpetual snow, as low down as the intervening country permitted it to be seen. This I have distinguished by the name of MOUNT ST. HELENS, in honor of his Britannic Majesty's ambassador at the court of Madrid. It is situated in latitude 46° 9', and in longitude 238° 4', according to our observations.

¹⁹ Vancouver's "*Voyage*," vol i, p. 422, recites:

Sunday, 21. All hopes of getting into Columbia river vanished on Sunday morning, which brought with it a fresh gale from the S. E., and every appearance of approaching bad weather, which the falling of the mercury in the barometer also indicated. We therefore weighed and stood to sea.

²⁰ Relatively the same anchorage as that of the Columbia on May 11th of this same year; a little west of Point Ellice. Astoria lies across the river about 3 miles distant, east of south.

²¹ This long, wide bar of shifting sand occupying the middle of the river from Harrington Point to Desdemona Light, near Pt. Adams, is practically the same now as in 1792. The channel on the north side is still used for boats of moderate draft as far as the Quarantine Station and Knappton, but above that only river-boats of light draft can navigate.

in 10 fathoms. Found the bank on which we struck to be a long Middle Ground,²¹ with not 1 & ½ fathoms in many parts, extended a considerable way up the river.

October 23rd—Moderate breezes and cloudy with rain. 9 a. m. sent the launch and the cutter to explore²² the mouth of the river which was found everywhere to abound in shoals, except near the breakers on the N. W. entrance, in which is a passage near 1 mile broad with 4 to 5 fathoms, it being the only communication to that river, you may always observe it clear. Breakers in fine weather. (Noon) Moderate breezes and clear. 6 (p. m.) The boats still absent from the ship. 8 (p. m.) Fresh breezes and clear, let go the best bower and veered about 1/3rd cable. 10 (p. m.) Hoist a light and fired a musquet every half hour as a signal for the boats.

October 24th—8 (a. m.) Observed the boats tracing along the S. E. shore, fired two swivels which was returned. Moderate breezes and cloudy. 11 (a. m.) Weighed the best bower, found the cable much rubbed and —?— At noon the launch returned.²³ At 3 (p. m.) the cutter returned with the Captain.²⁴ At 4 (p. m.) weighed and came to sail standing up the river. Sent the launch ahead to sound; at ¼ before 5 she made the signal for 3 fathoms. Let go the stream anchor. At ¼ past 5 p. m. weighed the stream and stood up with very severe

²² Mr. Broughton was in personal charge of this exploring party which spent the night in camp on Young's River, south of Astoria. For complete account see vol. ii, pp. 53-54-55.

²³ When at Point George (Smith Point, Astoria), Mr. Broughton "sent the launch on board, with orders to sound in a direct line to the Chatham, then anchored off the deserted village."

²⁴ Vancouver's account (vol. ii, pp. 55-6), is as follows: From Point George "Mr. Broughton proceeded in the cutter at a moderate distance from the shore, with soundings of 3, 4, 5, 6 and 7 fathoms to Tongue Point. On the eastern side of this point the shores first fall to the southward, and then stretch nearly E. N. E. From this point was seen the center of a deep Bay, lying at the distance of seven miles, N. 26 E. This Bay terminated the researches of Mr. Gray; and to commemorate his discovery it was named after him Gray's Bay. Mr. Broughton now returned on board, in the hope of being able to proceed the next flood tide higher up the inlet. In the afternoon he reached the Chatham, finding in his way thither a continuation of the same shoal upon which she had grounded, with a narrow channel on each side between it and the shores of the inlet; on this middle ground the depth of water was in overfalls from 3 fathoms to 4 feet. Mr. Broughton got the Chatham immediately under weigh, with a boat ahead to direct her course. His progress was greatly retarded by the shoalness of the water. A channel was found close to the northern shore, where, about dark, he anchored for the night in 7 fathoms of water, about two miles from the former place of anchorage."

²⁵ Off Cliff Point near U. S. Quarantine Station, four miles across the river from Astoria. Here the Chatham remained while Mr. Broughton ascended the river in small boats.

gales, soundings $\frac{1}{2}$ past 5 came to²⁶ with the stream in 5 fathoms.

October 25th²⁶—Fresh breezes with heavy rain, thunder and lightning. At 4 a. m. the ship tailed on the middle ground. Hove her off with the stream. Sent the launch away to explore to the N. E. At 8 the ship tailed on the bank. Carried out the kedje and hove her well in shore. Weighed the stream and let it go within 2 cables length of the shore in 7 fathoms. Veered to a whole cable and let go the bower and moored $\frac{1}{2}$ cable each way. 11 a. m. the launch returned, having met with narrow channels and innumerable shoals. A canoe came alongside with 25 men, women and children who traffic in salmon for copper, knives and other trinkets. [The boats were provisioned and sent away to survey.]

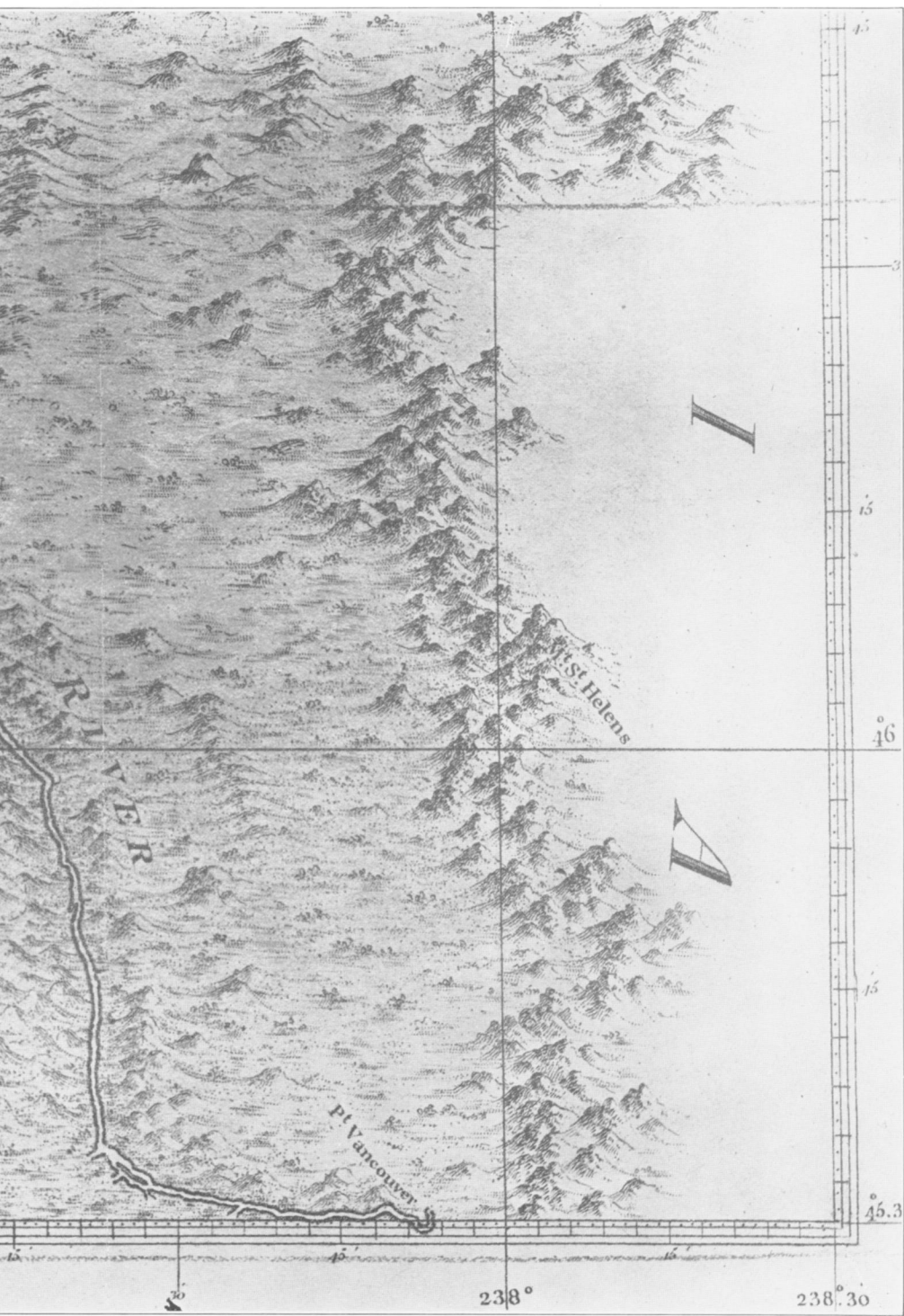
The charts reproduced herewith are taken from Vol. IV of Vancouver's "Voyage of Discovery." One of these was inadvertently omitted in the printing of No. 2 (June, 1917) of this Vol. of this Quarterly, in which appears a brief discussion under the title, "Where Is Point Vancouver?" and is more pertinent to that title, but also shows the anchorage of the *Discovery* on Oct. 20th-21st, and her track when going north in April, 1792. Captain Vancouver credits Captain Gray with having named the river, but argues that the river proper ends at the lower end of Tenas-Illihee Island between Cathlamet Point and Skamokawa, and designates all below that as an inlet.

This log and chart raise a question as to the existence in 1792 of any deep water channel from Harrington Point to Tongue Point. Mr. Broughton's survey would indicate none, but not positively so. The ships of the fur traders were not accustomed to anchor off Astoria (Fort George), but remained either in Baker's Bay or in the lea of Point Ellice, and the

²⁶ Vancouver's account (vol. ii, p. 56). is as follows:

"Before daybreak the next morning the vessel, tending to the tide, tailed on a bank; this, however, was of no consequence, as heaving short, she was soon afloat again. At daylight, Mr. Manby was sent to sound the channel up to Gray's Bay where in Mr. Gray's sketch, an anchor is placed. But on Mrs. Manby's return he reported the channel to be very intricate, and the depth of water in general very shallow. This induced Mr. Broughton to give up the idea of removing the Chatham further up the inlet, the examination of which he determined to pursue in boats."





cargoes were lightered across the river. Alex. Henry and Duncan McTavish were drowned in May, 1814, when crossing the river to the ship. The *William and Ann*, which brought David Douglas into the river in April, 1825, anchored off Point Ellice. There was no occasion for ships to navigate the river higher up until after the building of Fort Vancouver in 1825, but soon after that date we begin to find record of the use of the "Point Tongue channel," and of vessels dropping down to Baker's Bay by way of the "Sandy Island."
